

AMENDMENTS TO THE CLAIMS

1. (Currently amended) A headlight housing adapted to be mounted upon a vehicle, the vehicle adapted to ride upon a ground surface, the headlight housing comprising:

(a) a front section adapted to emit light from a headlight;

(b) a top surface of a substantially constant width extending aft of a top edge of the front section to a back surface of the headlight housing, wherein the top surface is adapted to be oriented substantially parallel with the ground surface when the headlight housing is mounted upon the vehicle in an illuminating position; and

(c) a bottom surface of a substantially constant width extending aft of a bottom edge of the front section, wherein the bottom surface approaches the top surface as the top and bottom surfaces extend aft to taper a height of the headlight housing in an aft direction.

2. (Original) The headlight housing of Claim 1, wherein the front section has a height which tapers along a width of the front section.

3. (Currently amended) The headlight housing of Claim 1, wherein the top and bottom surfaces join to ~~[[a]]~~ the back surface, the back surface oriented substantially perpendicular to the ground surface.

4. (Original) The headlight housing of Claim 1, wherein the headlight housing has a cross-section oriented in a fore and aft direction, wherein the cross-section substantially forms a quadrilateral shape.

5. (Original) The headlight housing of Claim 1, wherein the headlight housing has a cross-section oriented in a fore and aft direction, wherein the cross-section substantially forms a quadrilateral shape having three sides oriented substantially perpendicular to one another and a remaining side oriented at an obtuse angle to one of the three sides.

6. (Original) The headlight housing of Claim 1, wherein the headlight housing has a cross-section in a fore and aft direction, wherein the area of the cross-section of the headlight housing decreases in area as the cross-section is taken at spaced intervals outward from the vehicle across a majority of the width of the headlight housing.

7. (Original) The headlight housing of Claim 1, wherein the bottom surface is bowed inward.

8. (Original) The headlight housing of Claim 1, wherein the bottom surface is adapted to be inclined at an average of 10 degrees or more relative to the ground surface when the headlight housing is mounted upon the vehicle in the illuminating position.

9. (Original) The headlight housing of Claim 1, wherein the headlight housing is adapted to remain fixed in the illuminating position once mounted upon the vehicle.

10. (Currently amended) A headlight housing for mounting upon a vehicle adapted to ride upon a ground surface, the headlight housing comprising:

(a) a front section adapted to emit light from a headlight;

(b) a substantially planar top surface extending aft of a top edge of the front section to a back surface of the headlight housing, wherein the top surface is located substantially perpendicular to a plane containing the front section; and

(c) a bottom surface extending aft of a bottom edge of the front section, the bottom surface located at an acute angle relative to the top surface.

11. (Original) The headlight housing of Claim 10, wherein the top surface is adapted to be oriented substantially parallel to the ground surface when the headlight housing is mounted upon the vehicle in an illuminating position.

12. (Original) The headlight housing of Claim 10, wherein the headlight housing has a cross-section in a fore and aft direction that substantially forms a quadrilateral shape.

13. (Original) The headlight housing of Claim 12, wherein the cross-section decreases in area as the cross-section is taken at spaced intervals outward from the vehicle across a width of the headlight housing.

14. (Original) The headlight housing of Claim 10, wherein the bottom surface is bowed inward.

15. (Original) The headlight housing of Claim 10, wherein the bottom surface is adapted to be inclined at an average of 10 degrees or more relative to the ground surface when the headlight housing is mounted upon the vehicle in an illuminating position.

16. (Original) The headlight housing of Claim 10, wherein the headlight housing is adapted to remain fixed in an illuminating position once mounted upon the vehicle.

17. (Currently amended) A headlight housing adapted to be mounted upon a vehicle, the vehicle adapted to ride upon a ground surface, the headlight housing comprising:

(a) a front section adapted to emit light from a headlight;

(b) a top surface having a substantially constant width extending aft of a top edge of the front section, wherein the top surface is adapted to be oriented substantially perpendicular to the front section and substantially parallel with the ground surface when mounted upon the vehicle in an illuminating position; and

(c) a bottom surface having a substantially constant width, the bottom surface bowed inward and extending aft of a bottom edge of the front section, wherein the bottom surface is inclined relative to the ground surface at an average angle of 10 degrees or more such that the bottom surface approaches the top surface as the top and bottom surfaces extend aft to taper a height of the headlight housing in an aft direction.

18. (Original) A front section of a vehicle, the vehicle adapted to roll upon a ground surface, the front section of the vehicle comprising:

- (a) a fender having:
 - (i) an outer surface;
 - (ii) a top point; and
 - (iii) a bottom leading edge;
- (b) a headlight housing having:
 - (i) an outer surface; and
 - (ii) a top point;
- (c) wherein the top point of the fender and the top point of the headlight housing are both at substantially equal elevations above the ground surface; [[and]]
- (d) wherein a ratio between a gap disposed between the outer surface of the headlight housing and the outer surface of the fender relative to an opening disposed between the outer surface of the headlight housing and the bottom leading edge is between 1:1 and 1:7; and
- (e) wherein the headlight housing tapers in height from a front section of the headlight housing to a back surface of the headlight housing.

19. (Original) The front section of the vehicle of Claim 18, wherein the ratio is between 1:2 and 1:6.

20. (Original) The front section of the vehicle of Claim 18, wherein the ratio is between 1:3 and 1:5.

21. (Original) The front section of the vehicle of Claim 18, wherein the ratio is between 1:3.5 and 1:4.5.

22. (Original) The front section of the vehicle of Claim 18, wherein the top point of the fender and the top point of the headlight housing are both at substantially equal elevations above the ground surface such that the elevations are within two inches of one another.

23. (Original) The front section of the vehicle of Claim 18, wherein the top most point of the fender and the top most point of the headlight housing are both at substantially equal elevations above the ground surface such that the elevations are within one inch of one another.

24. (Original) The front section of the vehicle of Claim 18, wherein the outer surface of the headlight housing includes a bottom surface that is inclined at an average of 10 degrees or more relative to the ground surface.

25. (Original) The front section of the vehicle of Claim 18, wherein the outer surface of the headlight housing includes a bottom surface that is bowed inward.

26. (Canceled)

27. (Original) The front section of the vehicle of Claim 18, wherein a fore and aft oriented cross-section of the headlight housing is substantially quadrilateral in shape, with two edges located substantially parallel to one another, and the other two edges inclined relative to one another.

28. (Currently amended) A method of positioning a headlight housing in an aerodynamic position relative to a fender of a vehicle, wherein the vehicle is adapted to roll upon a ground surface, wherein the headlight housing includes an outer surface having a top surface and a bottom surface, and wherein the fender includes a bottom leading edge and an outer surface having a top point, the method comprising:

(a) placing a top point of the top surface of the headlight housing at an elevation above the ground surface substantially equal to an elevation of the top point of the fender above the ground surface;

(b) positioning a bottom point of the bottom surface of the headlight housing at a selected height above the bottom leading edge of the fender; [[and]]

(c) aligning the headlight housing relative to the fender such that a gap is present between the outer surface of the fender and the outer surface of the headlight housing, wherein a ratio between the gap and the selected height is between about 1:1 to about 1:7; and

(d) orientating the bottom surface at an average inclination of 10 degrees or more relative to the ground surface.

29. (Original) The method of Claim 28, wherein the top point of the top surface of the headlight housing is placed at an elevation substantially equal to the elevation of the top point of the fender such that the elevation of the top point of the top surface of the headlight housing is within two inches of the elevation of the top point of the fender.

30. (Original) The method of Claim 28, wherein the top point of the top surface of the headlight housing is placed at an elevation substantially equal to the elevation of the top point of the fender such that the elevation of the top point of the top surface of the headlight housing is within one inch of the elevation of the top point of the fender.

31. (Original) The method of Claim 28, wherein the ratio between the gap and the selected height is between about 1:1.5 to about 1:6.5.

32. (Original) The method of Claim 28, wherein the ratio between the gap and the selected height is between about 1:2 to about 1:6.

33. (Original) The method of Claim 28, wherein the ratio between the gap and the selected height is between about 1:2.5 to about 1:5.5.

34. (Original) The method of Claim 28, wherein the ratio between the gap and the selected height is between about 1:3 to about 1:5.

35. (Original) The method of Claim 28, wherein the ratio between the gap and the selected height is between about 1:3.5 to about 1:4.5.

36. (Canceled)

37. (Canceled)
38. (Original) The method of Claim 28, wherein the bottom surface of the headlight housing is bowed inward.
39. (Original) The method of Claim 28, wherein the headlight housing tapers in height from a front section of the headlight housing to a back surface of the headlight housing.
40. (Original) The method of Claim 28, wherein a cross-section oriented in a fore and aft direction of the headlight housing is substantially quadrilateral in shape, with two edges located substantially parallel to one another, and the other two edges inclined relative to one another.
41. (New) A front section of a vehicle, the vehicle adapted to roll upon a ground surface, the front section of the vehicle comprising:
- (a) a fender having:
 - (i) an outer surface;
 - (ii) a top point; and
 - (iii) a bottom leading edge;
 - (b) a headlight housing having:
 - (i) an outer surface; and
 - (ii) a top point;
 - (c) wherein the top point of the fender and the top point of the headlight housing are both at substantially equal elevations above the ground surface;
 - (d) wherein a ratio between a gap disposed between the outer surface of the headlight housing and the outer surface of the fender relative to an opening disposed between the outer surface of the headlight housing and the bottom leading edge is between 1:1 and 1:7; and

(e) wherein the top point of the fender and the top point of the headlight housing are both at substantially equal elevations above the ground surface such that the elevations are within two inches of one another.

42. (New) A front section of a vehicle, the vehicle adapted to roll upon a ground surface, the front section of the vehicle comprising:

(a) a fender having:

- (i) an outer surface;
- (ii) a top point; and
- (iii) a bottom leading edge;

(b) a headlight housing having:

- (i) an outer surface; and
- (ii) a top point;

(c) wherein the top point of the fender and the top point of the headlight housing are both at substantially equal elevations above the ground surface;

(d) wherein a ratio between a gap disposed between the outer surface of the headlight housing and the outer surface of the fender relative to an opening disposed between the outer surface of the headlight housing and the bottom leading edge is between 1:1 and 1:7; and

(e) wherein the outer surface of the headlight housing includes a bottom surface that is inclined at an average of 10 degrees or more relative to the ground surface.

43. (New) A front section of a vehicle, the vehicle adapted to roll upon a ground surface, the front section of the vehicle comprising:

(a) a fender having:

- (i) an outer surface;
- (ii) a top point; and

- (iii) a bottom leading edge;
- (b) a headlight housing having:
 - (i) an outer surface; and
 - (ii) a top point;
- (c) wherein the top point of the fender and the top point of the headlight housing are both at substantially equal elevations above the ground surface;
- (d) wherein a ratio between a gap disposed between the outer surface of the headlight housing and the outer surface of the fender relative to an opening disposed between the outer surface of the headlight housing and the bottom leading edge is between 1:1 and 1:7; and
- (e) wherein the outer surface of the headlight housing includes a bottom surface that is bowed inward.

44. (New) A front section of a vehicle, the vehicle adapted to roll upon a ground surface, the front section of the vehicle comprising:

- (a) a fender having:
 - (i) an outer surface;
 - (ii) a top point; and
 - (iii) a bottom leading edge;
- (b) a headlight housing having:
 - (i) an outer surface; and
 - (ii) a top point;
- (c) wherein the top point of the fender and the top point of the headlight housing are both at substantially equal elevations above the ground surface;

(d) wherein a ratio between a gap disposed between the outer surface of the headlight housing and the outer surface of the fender relative to an opening disposed between the outer surface of the headlight housing and the bottom leading edge is between 1:1 and 1:7; and

(e) wherein a fore and aft oriented cross-section of the headlight housing is substantially quadrilateral in shape, with two edges located substantially parallel to one another, and the other two edges inclined relative to one another.

45. (New) A method of positioning a headlight housing in an aerodynamic position relative to a fender of a vehicle, wherein the vehicle is adapted to roll upon a ground surface, wherein the headlight housing includes an outer surface having a top surface and a bottom surface, and wherein the fender includes a bottom leading edge and an outer surface having a top point, the method comprising:

(a) placing a top point of the top surface of the headlight housing at an elevation above the ground surface substantially equal to an elevation of the top point of the fender above the ground surface;

(b) positioning a bottom point of the bottom surface of the headlight housing at a selected height above the bottom leading edge of the fender;

(c) aligning the headlight housing relative to the fender such that a gap is present between the outer surface of the fender and the outer surface of the headlight housing, wherein a ratio between the gap and the selected height is between about 1:1 to about 1:7; and

(d) wherein the top point of the top surface of the headlight housing is placed at an elevation substantially equal to the elevation of the top point of the fender such that the elevation of the top point of the top surface of the headlight housing is within two inches of the elevation of the top point of the fender.

46. (New) A method of positioning a headlight housing in an aerodynamic position relative to a fender of a vehicle, wherein the vehicle is adapted to roll upon a ground surface, wherein the headlight housing includes an outer surface having a top surface and a bottom surface, and wherein the fender includes a bottom leading edge and an outer surface having a top point, the method comprising:

(a) placing a top point of the top surface of the headlight housing at an elevation above the ground surface substantially equal to an elevation of the top point of the fender above the ground surface;

(b) positioning a bottom point of the bottom surface of the headlight housing at a selected height above the bottom leading edge of the fender;

(c) aligning the headlight housing relative to the fender such that a gap is present between the outer surface of the fender and the outer surface of the headlight housing, wherein a ratio between the gap and the selected height is between about 1:1 to about 1:7; and

(d) wherein a cross-section oriented in a fore and aft direction of the headlight housing is substantially quadrilateral in shape, with two edges located substantially parallel to one another, and the other two edges inclined relative to one another.